

Useless Cycle Parking

A survey of poor parking facilities in Trafford and surrounding areas



A report from
Greater Manchester Cycling Campaign

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Greater
Manchester
Cycling
Campaign



www.gmcc.org.uk

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Introduction

In theory, the provision of adequate, good quality, secure cycle parking should be a relatively simple affair.

Guidelines, written by both National and local government departments, cycling organisations and Passenger Transport Authorities have existed for many years now in order to guide planners and developers alike in the preferred design, installation and location.

Yet as you'll see, the huge array of useless cycle parking facilities show that what should be a simple process can, for some inexplicable reason, turn into a complicated affair that more often than not leaves cyclists totally bemused.

However, the survey also highlights some more deep-seated problems, the main ones being Cycle Parking Guidelines that are totally inadequate, Council Cycle Parking Guidelines ignored by Councils and Developers alike, and so called "Green Travel Plans" that don't include cycle provision.

The Greater Manchester Cycling Campaign first raised serious concerns over the current inadequate Cycle Parking Guidelines in 1999, and was told the Council would be updating these shortly, yet 9 years later we have not even got to the consultation stage. During this period, nearly every GM Council has adopted their own version of the Greater Manchester Cycle Parking Guidelines, that the Greater Manchester Passenger Transport Executive agreed upon.

We would therefore like to see Trafford Council, as a matter of urgency:

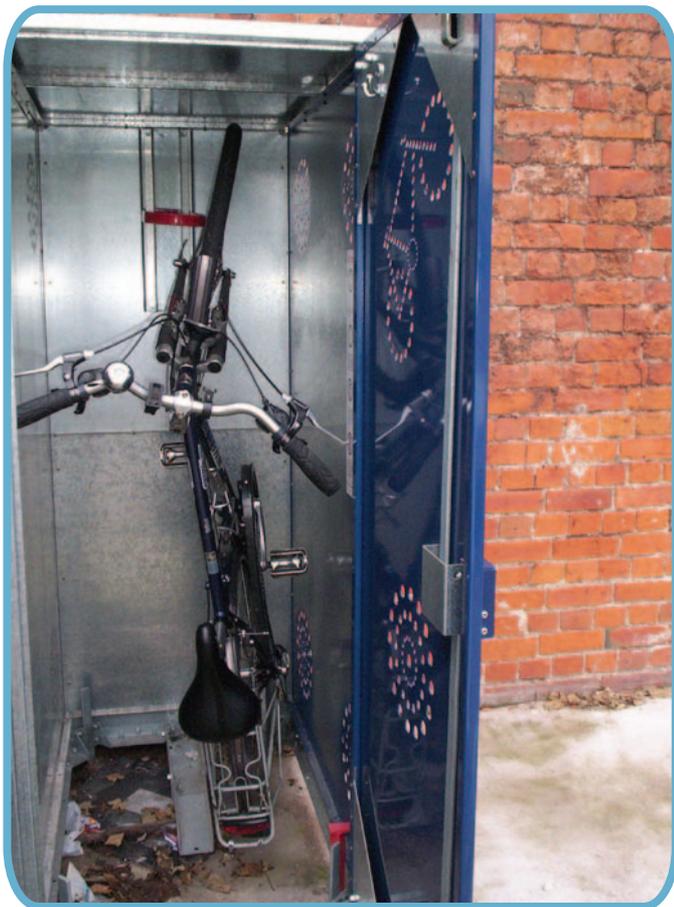
1. Produce, in full consultation with the cycle forum members, a new set of cycle parking guidelines to be implemented as soon as possible.

In the interim to these being adopted we would like to see :

1. The Council use the GMPTE's Greater Manchester Cycle Parking Guidelines, which were agreed in 2003 by GMPTE members, including Trafford.
2. That the Council provide clear evidence that Travel Plans for new developments will include adequate cycle parking provision.
3. That the Council start to actively encourage, and enforce where necessary, the provision of adequate, good quality cycle parking provision for all new developments.

The Contortionist

Metrolink stations



The Contortionist: Metrolink stations

Cyclists had to wait 15 years for the operators of Manchester's un-integrated tram system to install a small number of cycle lockers at a few stations.

Sadly, the lockers are too small for any bike larger than a mountain bike.

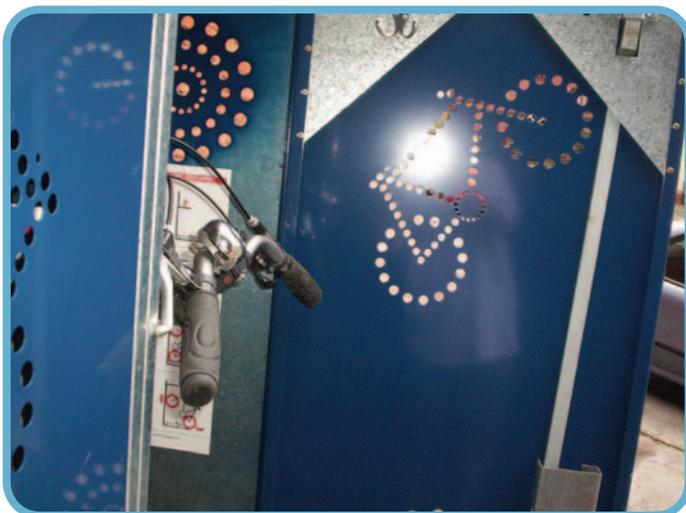
Another problem with this type of locker is that any bikes with full mud-guards going round the rear wheel will find it gets damaged.

It can also be quite difficult to lift the bike up onto the rear wheel and manoeuvre it into the locker.

Ironically, the GMPTE won an award for their cycle locker club which uses these lockers.

Dimensions (Locker) :
183 cm (L)
68 cm (W)
110 cm (H)

Dimensions (My Bike):
189 cm (L)
66 cm (W)
114 cm (H)



The Contortionist: Metrolink stations



Parking for uni-cycles: Sale town centre (opposite Tesco)

Parking for uni-cycles

Sale town centre (opposite Tesco)

These Sheffield Stands are so close to the wall that only a uni-cycle could be able to be secured properly.

Distance from Wall : 9 cm

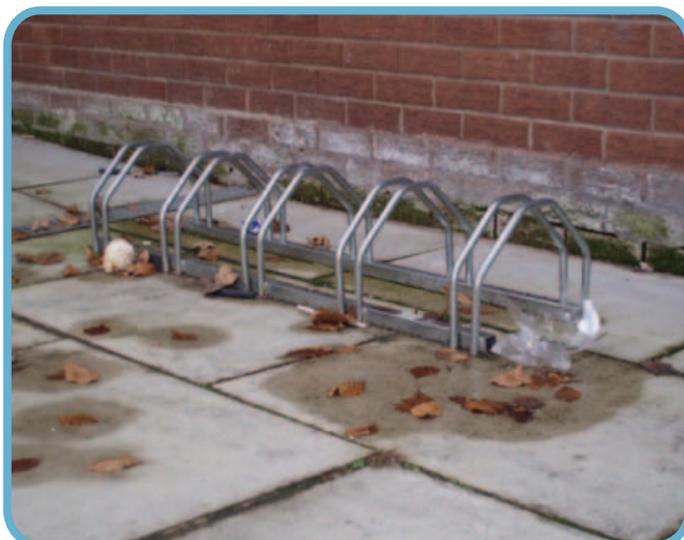


Parking for uni-cycles: Ashton Upon Mersey (Tesco)

Ashton Upon Mersey (outside Tesco)

This example is slightly better (but not much).

Distance from Wall : 23 cm



The Man-trap: Sale West Community Centre, Sale

The man-trap

Sale West Community Centre, Sale

A totally useless form of cycle parking, but they are just the right height to cause a serious injury to any unsuspecting pedestrian that might trip over them



Is it a bird or a plane? Sale Waterside, Sale

Is it a bird or a plane

Sale Waterside, Sale

It took a while to realise these decorative ornaments were actually shared facilities for bicycles and motorcycles.

Unfortunately, putting them too close to the wall reduces their usefulness.

Distance from Wall : 26 cm



For penny farthings: Sale Town Centre

For penny farthings

Sale Town Centre

The much despised 'Wheel-Bender'.

Surely nothing could be done to make this type of wheel securing device even more useless.



For penny farthings: North Trafford College, Stretford

North Trafford College, Stretford

Think again.

Did the directors of this college somehow think that students still rode penny-farthings, which are the only bikes tall enough to use these wheel-benders.

Height from floor : 51 cm



Bollards to cyclists: Ashton Upon Mersey (Tesco)

Bollards to cyclists

Ashton Upon Mersey (Outside Tesco)

If placing the stands too close to the wall doesn't deter cyclists from using them, then the conveniently placed bollards should do the trick.



Only skinnies please: David Lloyd Centre, Trafford Park

Only skinnies please

David Lloyd Centre, Trafford Park

The cyclists at this leisure centre would have to lose some serious weight in order to squeeze their bikes into these 12 Sheffield stands, which are so closely packed together, that the maximum capacity has been reduced from 24 bicycles to 7 bicycles.

Distance between stands (side) : 42 cm

Distance between rows (front) : 28 cm



Only skinnies please: Arndale Shopping Centre, Stretford

Arndale Shopping Centre, Stretford

Similarly, capacity at Stretford's main shopping centre has been reduced due to facilities being too close together.

Distance between stands (side) : 54 cm



Hidden gems: The Trafford Centre, Trafford Park

Hidden gems

The Trafford Centre, Trafford Park

Peel Holdings, the owners of the Trafford Centre, and one of the richest companies in the world, received a £22,325 grant from the Government towards improving cycle parking facilities.

So why hide them by the employees' side entrance behind the trees.



Hidden gems: Manchester United FC, Old Trafford

Manchester United FC, Old Trafford

Travelling along Sir Matt Busby Way, and standing outside Old Trafford and its Megastore, you may be wondering where the conveniently placed cycle parking is.

Well look no further.

Hidden behind the wall of the car-park opposite are 10 Sheffield Stands.



Room with a view: apartments, Warwick Road, Stretford

Room with a view

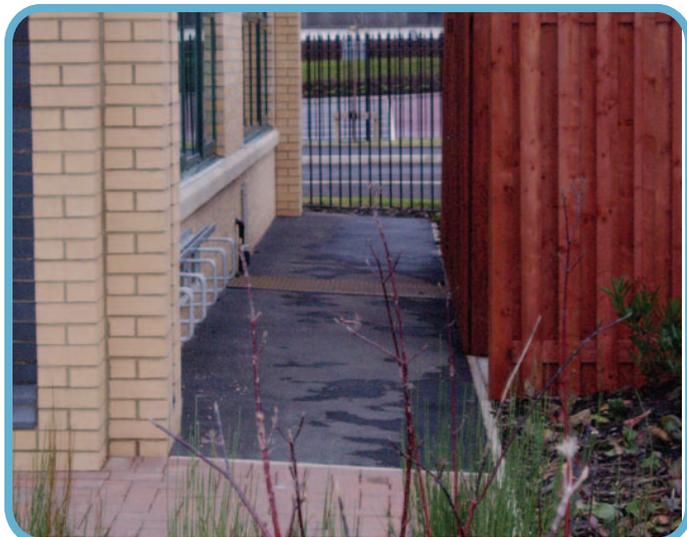
Apartments, Warwick Road, Stretford

Trafford Council don't generally believe that occupants of flats should own bikes, and therefore don't require any secure cycle parking provision in new apartment developments. Fortunately cyclists don't care what the Council think, and make their own provision.

This 40 apartment block had 10 bicycles stored on resident's balconies. (1 per 4 apartments)



Assault course: Cobra Court, Trafford Park



Assault course: Cobra Court, Trafford Park



Safe as houses: Carnall Sports Centre, Davyhulme

The assault course

Cobra Court, Trafford Park

The developers obviously went to great lengths to provide adequate cycle parking for the numerous industrial units in this development.

Ignore the fact that they installed 'wheel-benders', and located them at the rear of each building and out of sight.

What's interesting for cyclists is that the width of the path is less than the length of an average bicycle, meaning that any additional cyclists would have to trample through the shrubbery with their bike to get past any other parked bikes.

However, even that is better than having to scale the wooden fence located opposite these wheel-benders to get past any bike parked across this narrow path.

Safe as houses

GH Carnall Sports Centre, Davyhulme

I can only assume that this area must be so free of any crime that there is no need to provide anything to secure the bike to.

All you need is a space to leave your bike – it will be safe!.



Invisible: Merlin, Trafford Park

Invisible cycle parking

Merlin, Trafford Park

This major development consisting of 12 industrial and warehouse units with several hundred car parking spaces shows no sign of any cycle parking provision.

According to Trafford's Cycle Parking Guidelines such developments should have 1 cycle spaces per 8 car spaces. The developers were also required to produce a Travel Plan to reduce car travel to and from the site.



Invisible: Fusion, Electric Park, Trafford Park

Fusion, Electric Park, Trafford Park

Likewise, this new development with 123 car parking spaces appears to be lacking any cycle parking facilities.

Alas, like many developments in Trafford, the Cycle Parking Guidelines and required Travel Plan have been ignored.

Disappearing cycle parking

Asda, Trafford Park

Related to the invisible cycle stands, Asda used to have 3 Sheffield stands here.

However, when Asda proposed to substantially extend their supermarket, the Council were so concerned with the potential increase in traffic and congestion that in order to gain planning permission Asda were required to produce a 'Green Travel Plan'.

Whilst building the extension, all cycle parking disappeared, and has never been seen since.



Disappearing cycle parking: Asda, Trafford Park



Out of sight, out of mind: Picadilly rail station, Manchester

Out of sight, out of mind

Picadilly rail station, Manchester

The managers of this award winning, expensively newly refurbished rail station must have been so concerned with the station being cluttered with nasty looking bicycles, that the cycle parking was hidden in some far-away recess.

Note the CCTV camera looking away from the cycle parking.



Out of sight, out of mind: Picadilly rail station, Manchester

100 yards away near the front entrance of the station, cyclists appear to have found their ideal parking location.



The hangover: Wilbraham Road, Chorlton

The hangover

Wilbrahim Road, Chorlto

These facilities are located too close to the road, with the bicycle wheel sticking into the main carriageway.

Handy for being clipped by a passing car, or catching a passing cyclist.

Distance from Road: 50 cm



Cars 5,000, Bikes 10: Manchester United FC

Latest Score: Cars 5,000, bicycles 10

Manchester United FC, Old Trafford

Traffic congestion on match days is a very serious problem for local residents, with the whole area experiencing total gridlock.

With this in mind, when capacity at the ground was increased to 76,000 fans, MUFC were required to produce a Green Travel Plan.



Cars 5,000, Bikes 10: Manchester United FC

However, despite the severe congestion, MUFC along with Trafford Council and the police were opposed to increasing cycle provision at the ground, and thought it adequate for these 76,000 fans to share these 10 wheel-benders. (A ratio of 1 cycle space per 7,600 fans).

Alternatively, fans could drive into one of the 5,000 car parking spaces available at Old Trafford.

(At the same time United were expanding, Southampton FC were rebuilding their stadium, and planning to provide 1 cycle space per 76 fans).



Manchester United achieves the treble

United achieve the treble

All three of United's cycle parking locations have made it into this Cycle Parking report. This most recently installed cycle parking rack has been located in the car park next to the parking spaces, with the bicycles having no protection from the nearby cars.

Notice the bicycle secured safely "behind" the wheel-benders.

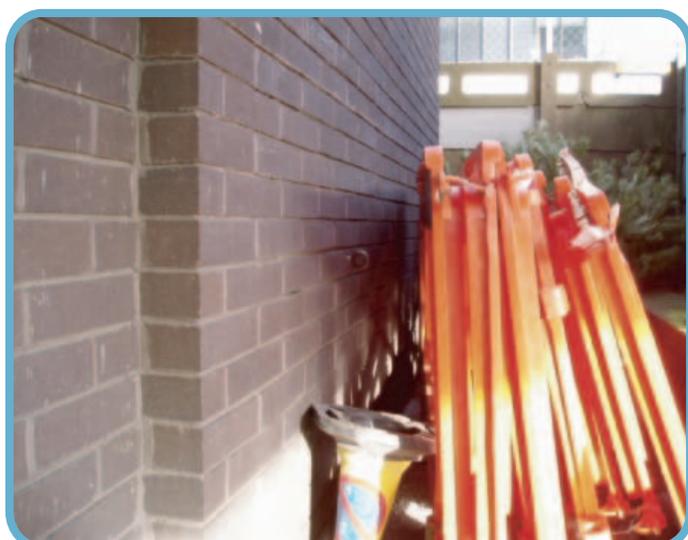


A balancing act: IMB, Sale

A balancing act

IBM, Sale

For those who never thought they'd see anything worse than the wheel-bender



Jumping through hoops: Henshaws SBP, Stretford

Jumping through hoops

Henshaws SBP, Stretford

A personal favourite when I worked here.

When Henshaw's Society for Blind People took over this office block, they thought it would be perfectly acceptable to replace the cycle parking by the front entrance with two small hoops screwed into the wall, located in this dingy recess (contrary to planning guidelines).

Suffice to say that I preferred to carry my bike up the 4 flights of stairs to my office than use these.



Jumping through hoops: Henshaws SBP, Stretford

(This is a close up in case you had trouble seeing the cycle parking in the picture above).



How it should be done: Aldi, Broadheath

How it should be done

Aldi, Broadheath

Distance between stands : 95 cm
Distance from Wall : 64 cm

Short-stay parking, well spaced out, located next to the main entrance, and overlooked from within the store.

All this requires is a cover and it would be perfect.



How it should be done: B&Q, Trafford Park

B&Q Trafford Park

Cover, high visibility (including CCTV coverage) and widely spaced out stands make excellent cycle parking.

Distance between stands : 76 cm



How it should be done: Trafford Town Hall, Stretford

Trafford Town Hall, Stretford

Covered cycle parking, next to the main entrance and with CCTV coverage.

Only the best for Councillors / officers.

Distance between stands : 68 cm
Distance from Wall : 60 cm



How it should be done: Adidas, Trafford Park

How it should be done

Adidas Trafford Park

32 covered cycle parking spaces, conveniently located next to the main entrance



How it should be done: Old firestation, Tarporley, Cheshire

Old Firestation, Tarporley, Cheshire

Convenient pavement cycle parking, taking up little room and with minimal inconvenience to pedestrians.

(Sadly, nothing like this exists in any local shopping areas in Trafford).



How it should be done: Picadilly rail station

Picadilly rail station

Compared to the Upright Cycle Lockers found at Metrolink stations, these are 2m long and 66cm wide, (adequate enough for even the largest commuting bike) and allow the bike to be wheeled directly in, rather than balanced on one wheel as required by the upright variety

Useful information

GMLTP : Greater Manchester Cycle Parking Guidelines

Compiled by the GMLTP Cycling Group, to form interim guidance until such time as the Greater Manchester Parking Standards are revised and adopted.

These give advice regarding design and numbers of places, and whilst they cannot be enforced yet, form a suitable basis on which to implement facilities.

http://www.gmltp.co.uk/pdfs/cycle_parking.pdf

Sustrans Information Sheet FF37: Cycle Parking

This information sheet aims to avoid expensive mistakes and offers guidance on the best solutions.

<http://www.sustrans.org.uk/webfiles/Info%20sheets/cycle%20parking%20info%20sheet.pdf>

Sustrans Information Sheet FA19: Cycle Parking For Schools

Information for parents and schools on several factors to consider when planning cycle parking at schools.

<http://www.sustrans.org.uk/webfiles/Bike%20It/Cycle%20parking%20for%20schools%20-%20Information%20sheet.pdf>

The Bike Parking and Security Association

The aim of the BPSA Quality Cycle Parking Standard is to set a realistic standard for secure and convenient cycle parking in the public domain, ie: cycle parking to which the general public has open access. This would include general town centre cycle parking, cycle parking provided at public and leisure facilities, and cycle parking provided at transport facilities and interchanges.

<http://www.bpsa.info/>

Cycle England

Cycling England have a draft document on Cycle Parking which contains useful advice.

<http://www.cyclingengland.co.uk/documents/C.04.pdf>

Department for Transport

Produce a range of traffic advisory leaflets on cycle parking:

Supply and demand for cycle parking:

Traffic Advisory Leaflet 7/97

http://www.dft.gov.uk/162259/165240/244921/244924/TAL_7-97

Key elements of cycle parking :

Traffic Advisory Leaflet 05/02

<http://www.dft.gov.uk/pgr/roads/tpm/tal/cyclefacilities/keyelementsofcycleparkingpro4085?page=2#a1005>

Cycle parking - examples of good practice:

Traffic Advisory Leaflet 06/99

<http://www.dft.gov.uk/pgr/roads/tpm/tal/cyclefacilities/cycleparkingexamplesofgoodpr4076>

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